

# Northampton Police Department



**Date: February 4, 2022**

**To: TPC**

**From: Chief J. Kasper #160**

**Re: Annual Traffic Safety Report**

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As required by city ordinance 312-10, the Chief of Police is required to create an annual Traffic Safety Report that must be presented to the Transportation and Parking Commission. The ordinance requires that the Chief report:

1. The number of operators reported to the Registrar of Motor Vehicles
2. Other pertinent data on traffic safety activities accompanied by recommendations
3. The plans and recommendations for future traffic safety activities

## **2021 Citations**

In 2021, NPD officers issued 1,530 citations.

	2017	2018	2019	2020	2021
Warning	2,930	2,360	2,179	1,227	1,046
Civil Fine	682	775	417	173	209
Criminal Complaint	256	228	213	187	180
Arrest	189	132	149	93	95
Total	4,057	3,495	2,958	1,680	1,530

In 2021, the COVID-19 global health pandemic continued. Many bars, restaurants, and businesses remained closed or had limited operations for a portion of the year. Additionally, many students and employees worked remotely. Therefore, traffic volume was impacted.

## **2021 Operating Under the Influence (OUI)**

In 2021, NPD officers arrested/summonsed 63 drivers for OUI.

	2019	2020	2021
OUI- Alcohol	105	55	49
OUI- Drugs	6 (5.4%)	6 (9.8%)	14 (22.2%)
OUI Total	111	61	63
Subsequent Offense	23	13	14
Residents	37	27	15
Breath Test Refusal	42 (40%)	14 (25.4%)	21 (42.8%)

In 2021, 63 people were charged with operating under the influence of alcohol or drugs. This was relatively unchanged from 2020. It is notable that in 2021, the percentage of impaired drivers charged with OUI- Drugs increased significantly from 9.8% in 2020 to 22.2% in 2021.

Most operators (76%) who were charged with OUI were not residents of Northampton. Notably, 14 (22%) drivers faced subsequent offenses because they had prior OUI charges. Finally, in 2021, 21 (42.8%) people refused to take the breathalyzer test in booking.

Drug Recognition Experts: NPD has two officers who have received the specialized training needed to be certified as a DRE.

## **Collisions**

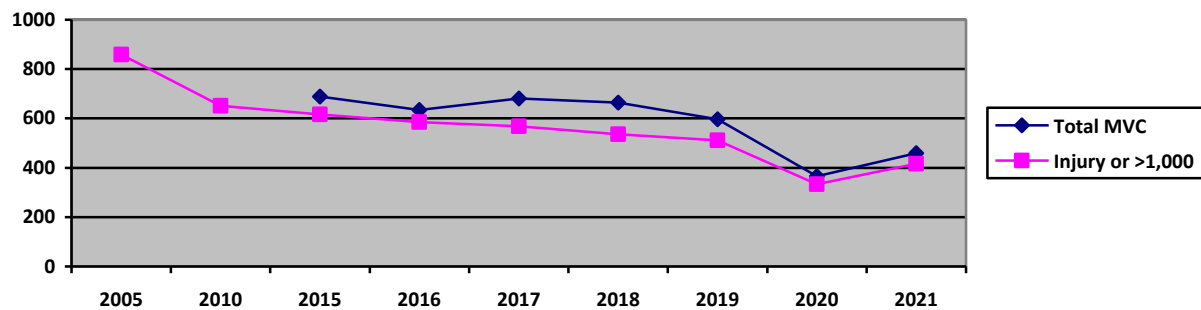
In 2021, members of NPD investigated 459 motor vehicle accidents. Of those collisions, 416 involved injury or property damage over \$1,000, resulting in the completion of a State Accident Report form.

The 459 collisions involved one fatality of a bicyclist.

	2017	2018	2019	2020	2021
<b>Motor Vehicle</b>					
Fatal	0	0	0	0	0
Injury	112	110	104	67	85
Property	544	538	464	279	357
<b>Pedestrian</b>					
Fatal	0	0	0	0	0
Injury	10	7	17	8	7
<b>Bicycle</b>					
Fatal	1	0	0	0	1

<b>Injury</b>	13	9	10	10	8
<b>Property</b>	1	0	1	2	1
<b>Total All Accidents</b>	681	664	596	366	459
<b>Total PI/Over \$1,000</b>	568	536	511	333	416

**Motor Vehicle Collision Trend, 2005-2021**



## Grants

### Enforcement Grants

MA Municipal Road Safety Program Grant for FFY21

We applied for and received grant funding (\$23,483) for targeted enforcement waves and equipment:

<b>Campaign Focus</b>	<b>Campaign Period</b>	<b>Outcome</b>
Winter Impaired	12/1/21-1/23/21	19 Stops
April Distracted Driving	4/2/21-4/18/21	50 Stops
May CIOT	5/17/21-5/31/21	19 Stops
June Speed	6/11/21-6/27/21	25 Stops
Summer Impaired	8/12/21-9/9/21	21 Stops

Grant funding was used to purchase Lidar speed measurement equipment, batteries for the speed display signs, and a covert speed measuring device to assist with collecting speed data in areas of concern.

MA Municipal Road Safety Program Grant for FFY22

We applied for and received grant funding (\$20,098) for targeted enforcement waves and equipment:

Campaign Focus	Campaign Period	Outcome
Winter Impaired	12/1/21-12/31/21	TBD
Distracted Driving	4/1/22-4/30/22	TBD
Click It or Ticket	5/1/22-5/31/2022	TBD
Speed	6/1/22-6/30/22	TBD
Summer Impaired	8/12/22-9/15/22	TBD

Grant funding was also used to purchase a covert speed measuring device to assist with collecting speed data in areas of concern.

## **Directed Traffic Enforcement**

In October of 2021, the police department implemented a Directed Traffic Enforcement program. Covert speed data is used to identify roadways where drivers are operating over the posted speed limit. Times of day and days of week are used to pre-program directed traffic enforcement in problem areas. Collision data is also used to identify areas of concern. When officers are available, they conduct traffic enforcement in these areas. Targeted driver behavior includes speeding, failing to stop for pedestrians in crosswalks, and use of handheld devices.

## **Recommendations**

- Re-apply for the Massachusetts Municipal Road Safety Program Grant for FFY23
- Apply for any available grant funding specific to pedestrian and bicycle safety, child passenger restraint systems, or bicycle safety
- Continue the review of motor vehicle collisions and the identification of areas of concern
- Continue a strong focus on OUI enforcement on the overnight shift, pending staffing levels
- Continue to support the efforts of the Transportation and Parking Commission by collecting speed data and conducting crash data analysis